



Trans-Lake Washington Project

Highway Modal Alternatives Summary of Definitions for Modal Evaluations

February 5, 2001



Washington State
Department of Transportation



Trans-Lake Washington Project

Alternative B-1 Minimum Footprint

- A 4-lane freeway facility
- Floating bridge will be replaced and will include bicycle and pedestrian facilities
- Structures at Portage Bay and fixed spans approaching lake need seismic upgrades
- WB SR 520 between I-405 and the lake will be widened to improve HOV lane operations



Alternative B-1 (continued)

- HOV direct access options will be considered at I-5 and I-405
- Bicycle/pedestrian paths would be provided the length of the corridor



Alternative B-2 HOV Lanes

- A 6-lane freeway facility with one HOV lane each way
- West end terminus options include:
 - Direct connection to I-5 express lanes south of SR 520*
 - West of Montlake Interchange
 - Direct connections to I-5 express lanes both NB and SB
- East end HOV lanes will move to inside and terminate at SR 202

* carried forward into evaluation



Alternative B-2 (continued)

- I-5 express lanes are assumed to continue with current operations
- Full HOV direct connections will be provided at the I-405 I/C
- HOV direct access will be provided at S. Kirkland P&R and Overlake P&R
- Bicycle and pedestrian path connections the length of the corridor
- Transit service levels will increase by 50% over today



Alternative B-3 HOV and General Purpose Lanes

- An 8-lane freeway facility with 3 GP lanes and one HOV lane each way
- HOV connections/termini same as B-2
- West end GP terminus connection options
 - Montlake
 - I-5
 - EB beginning of SR 520
 - WB at I-5, connecting with Roanoke/Harvard on-ramp)
 - Fairview/Eastlake area*
- East end GP terminus at SR 202

* carried forward into evaluation



Alternative B-4 Bus and Vanpool Only Lanes

- A 6-lane freeway facility with one lane each way restricted to bus and vanpool use
- Termini and connections same as B-2



Next Steps

- Proceed with modal evaluations
 - Complete 1st round of travel demand/transit ridership modeling
 - Assess traffic operations with each alternative
 - Assess environmental factors
- Continue with conceptual layout of modal alternatives and interchange options
- Develop conceptual layouts for multimodal alternatives